A9 Dualling
Tomatin to Moy Project

Welcome

In December 2011, the Scottish Government's Infrastructure Investment Plan committed to dual the A9 trunk road between Perth and Inverness by 2025.

In June 2013, Transport Scotland commissioned a Preliminary Engineering Services (PES) study which included a preliminary engineering assessment equivalent to a Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment for the initial development and assessment of proposed route corridor options and strategies.

Alongside the PES, Transport Scotland also commissioned the A9 Dualling Strategic Environmental Assessment (SEA). This assessment identified the key environmental and landscape issues along the length of the A9 route and assessed the potential impacts associated with the proposed works.

Work undertaken at that time built a picture of the challenges and opportunities that the dualling may bring and a 200m study corridor around the existing A9, within which the dualling will generally fit, was announced in March 2014.

In summer 2014, Transport Scotland held exhibitions along the A9 to help inform the development of options for the A9 Dualling Programme.

Overview of schemes incorporating the A9 Perth to Inverness Dualling.

A9 DUALLING
PERTH TO INVERNESS
Tomatin to Moy

ATKINS mouchel

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Introduction

Over the course of the last year, Transport Scotland appointed design consultants to take forward the more detailed assessment work required to consider environmental mitigation and develop route options, junctions and accesses. A joint venture between Atkins and Mouchel (AMJV) is developing the projects for the northern section between Dalraddy and Inverness.

This exhibition marks the start of public engagement on more developed route and junction options. No detailed assessment has taken place at this stage and we are seeking public feedback on the options being developed to help inform the ongoing development and assessment of the dualling proposals.

In particular, we would appreciate your views on the following:

- **Any local features or constraints that you think may be important for us to know**
- **How the different options may affect you**
- **Any other options that you think we should consider.**

Please take your time to study the information on display and to speak to one of the members of the team present today. It will assist us in our assessment work if you could complete the feedback form available.

View of the existing A9 at Dalmagarry Burn, looking north from Ruthven junction towards Moy junction.

View of the existing A9 looking south towards the Ghost Island junction serving the Forestry Commission.

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Programme Objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025. The A9 Dualling Programme objectives are to:

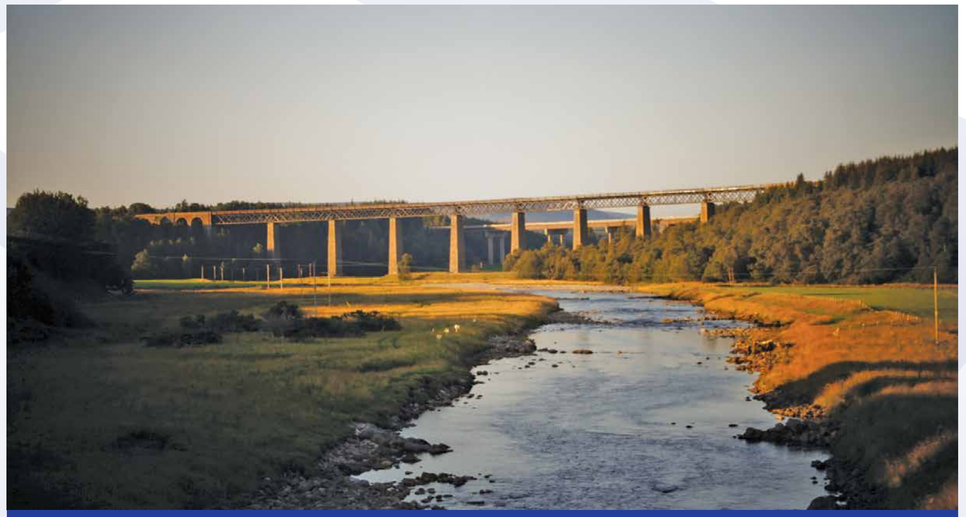
- **Improve the operational performance of the A9 by:**
  - **reducing journey times**
  - **improving journey time reliability**
- **Improve safety for both Motorised and Non-Motorised Users (NMUs) by:**
  - **reducing accident severity**
  - **reducing driver stress**
- **Facilitate active travel within the corridor**
- **Improve integration with public transport facilities.**

Northern Section Projects

The northern section of the route contains two projects, with dedicated teams working on each project:

- **Tomatin to Moy**
- **Dalraddy to Slochd.**

Today's exhibition is for the **Tomatin to Moy** project.



View of the Highland Main Line Railway and existing A9 looking north west, passing over the River Findhorn.

View of the existing A9 at Dalmagarry Burn, looking south towards Ruthven junction.

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Route Options Development

We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The current work (referred to as Stage 2) covers the development and assessment of route options and builds on the previous PES and SEA completed in 2014.

Some early work has allowed the number of route and junction options to be reduced by sifting out those options that had the highest potential for environmental, engineering and traffic impacts or increased costs. Information about options that were considered and sifted out is available at this exhibition.

Feedback from consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the route options. The next stages will also include more detailed consideration of accesses, laybys and facilities for pedestrians, cyclists and other NMUs. There is some information available at this exhibition about these aspects.

Further work, including engagement with affected people, local communities and the wider public, will be undertaken as we develop our options further.

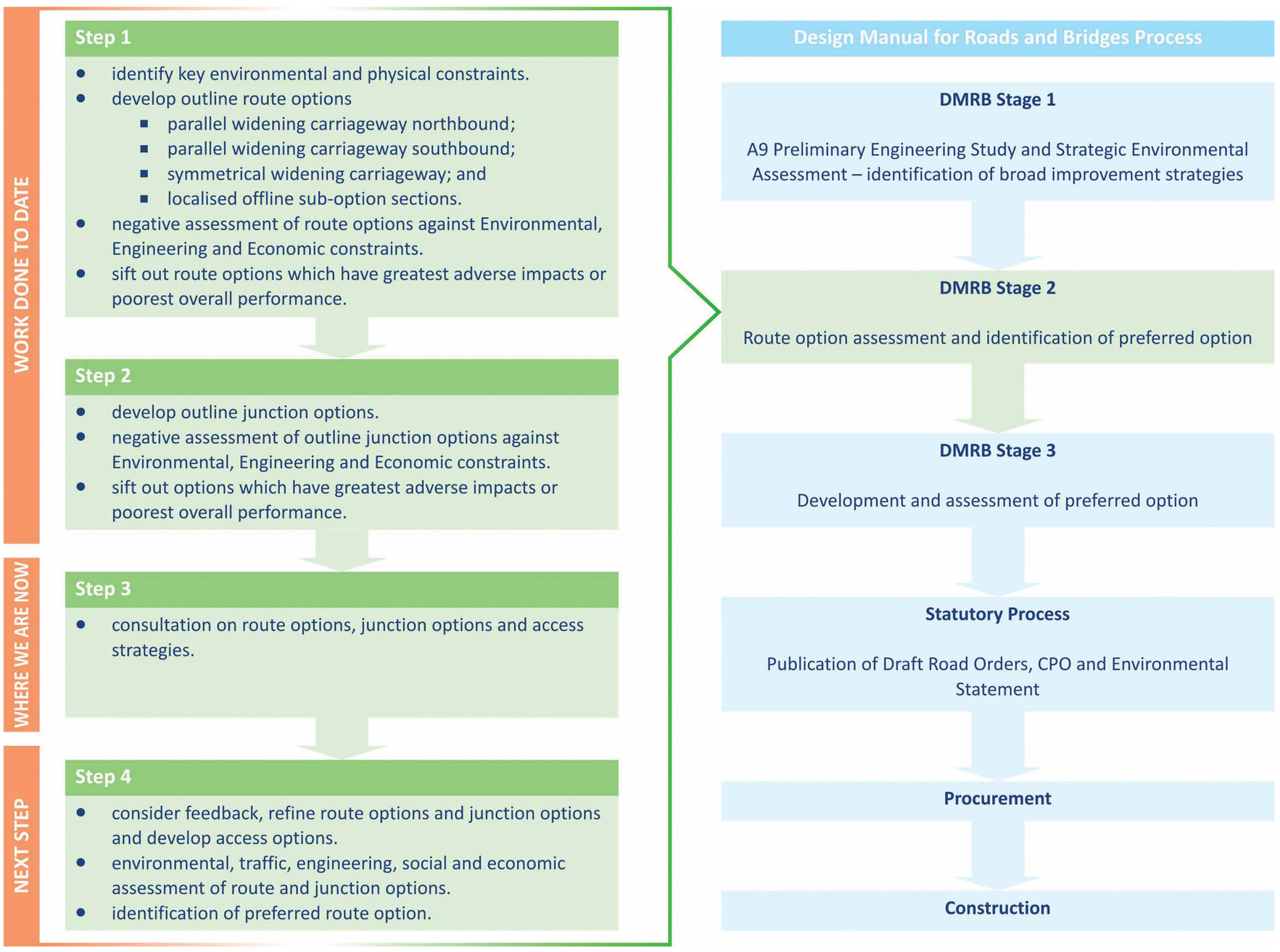
After this, the route options will be considered as part of the DMRB Stage 2 Assessment, which will support identification of the preferred route option for the project.

DMRB Stage 2 design work

The DMRB Stage 2 design work has initially considered how to provide the dual carriageway and what the main junctions could look like. As part of this work, options have been developed considering:

- **Mainline dual carriageway: whether the A9 should be widened on the northbound side, the southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9**
- **Junctions: where junctions should be located and what type of junctions could be provided, considering factors such as nearby properties, environmental features, landscape, topography, engineering and operational considerations and cost.**

Initial options were assessed considering environmental, engineering, traffic and economic factors. The options which would have the greatest adverse impacts or poorest overall performance have been sifted out and suspended from further consideration at this stage.



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Information Gathering

Baseline data-gathering and surveys

During the PES and SEA, a large amount of data was gathered and consultation undertaken. This information has helped inform the design and selection of route options. We have also carried out additional field surveys including:

- **Ecological, landscape and visual surveys**
- **Other environmental surveys**
- **Traffic surveys**
- **Topographical surveys.**

We also continue to consult with a range of organisations, local communities and community groups including:

- **Consultation with individual land and property owners**
- **Drop-in sessions for the public at local communities**
- **Attending community council meetings**
- **Consultation with environmental groups**
- **Consultation with walking, cycling, equestrian and accessibility / disability groups.**

Rock mapping surveys, August 2015.

Site walkover/visual survey, April 2015.

Ground investigation site works, Summer 2015.

Public consultation at drop-in session, August 2015.

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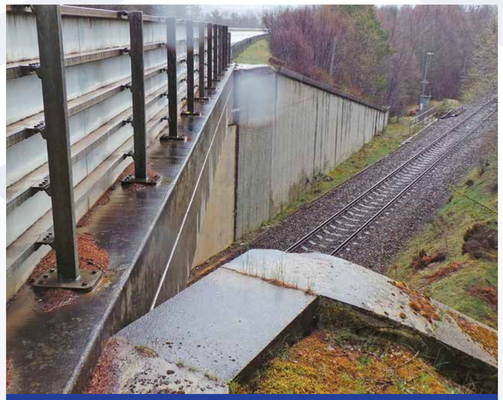
Constraints

The route options for Tomatin to Moy were developed taking into consideration the constraints identified in the vicinity of the project including:

- **Communities of Tomatin and Moy**
- **Businesses and outlying residential properties, including accesses**
- **River Findhorn**
- **Dalmagarry Burn**
- **Ancient Woodland**
- **Cultural Heritage features including; General Wade's Military Road, hut circles, field systems, farmsteads and bridges**
- **The existing road network**
- **Highland Main line Railway**
- **Non-Motorised User Route(s) including National Cycle Network route NCN 7.**



View of the A9 crossing the Highland Main Line Railway.

View of the A9 crossing the Dalmagarry Burn.

View of the National Cycle Network Route 7 running parallel to the A9 by Moy junction.

Ground investigation site works, Summer 2015.

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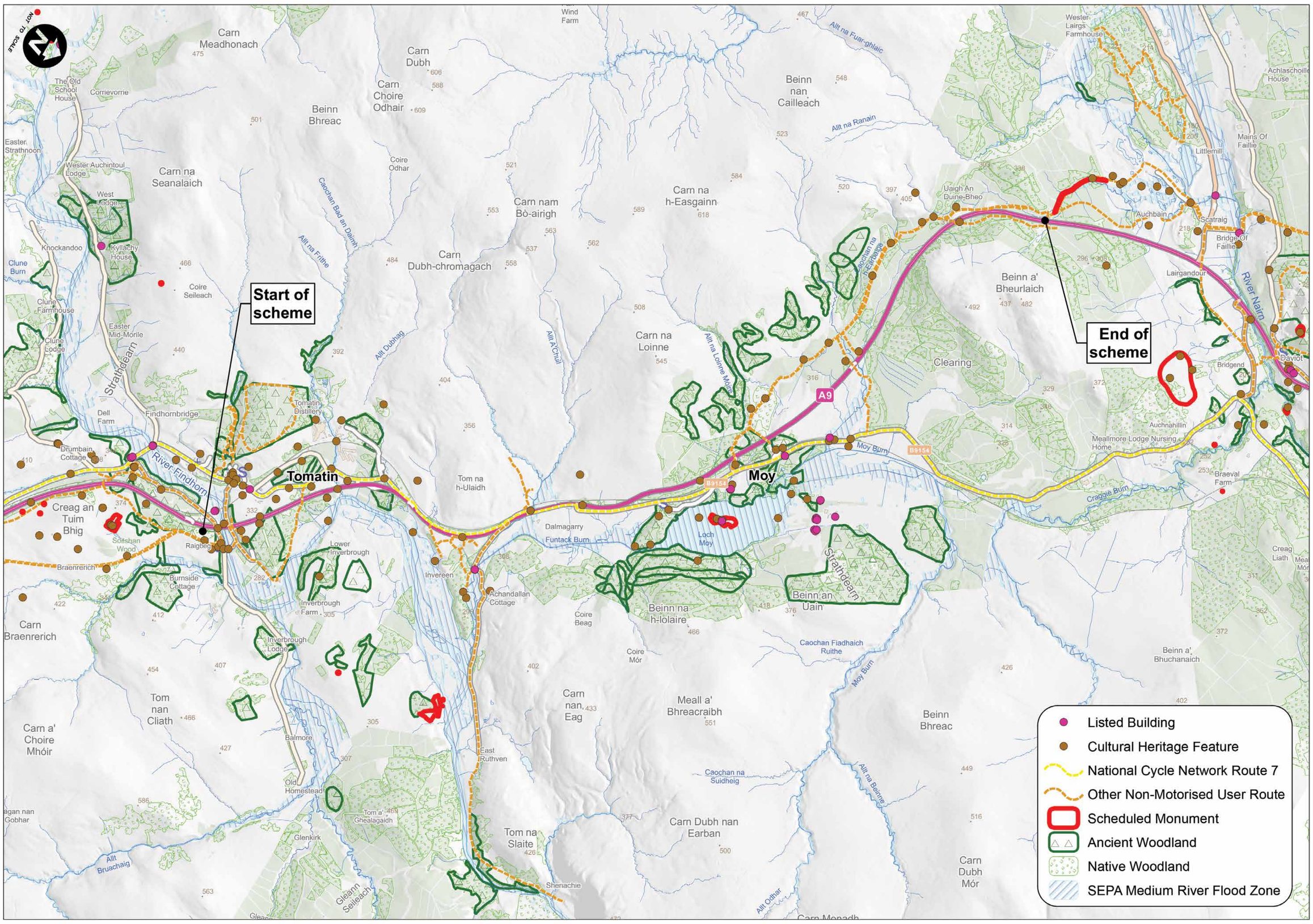
Environmental Constraints

The Tomatin to Moy scheme design is being informed by environmental assessments that consider aspects including, residential, farming and estates interests, ecology, heritage, landscape and the water environment.

One of the main considerations of the project is to avoid or reduce impacts on the environment.

We will seek to avoid environmentally sensitive areas where possible through the design of the project, or look to provide mitigation to reduce impacts where such areas are unavoidable.

The Tomatin to Moy Scheme



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Mainline and Junction Options (i)

Design Standards and Requirements for New Junctions

In accordance with the requirements of the DMRB, the new A9 trunk road will be designed as a Category 7A Dual Carriageway (D2AP) with a 120kph design speed. For this particular category of road, the standards stipulate that within the new dual carriageway sections;

- **All junctions, both major and minor are required to be grade-separated**
- **No crossing of the central reserve shall be permitted.**

View of existing A9 looking north towards Tomatin North junction.

Proposed Mainline Options

Previous work has identified a 200m corridor within which the new dual carriageway would be broadly located. Initial options have been considered for the more detailed alignment of the mainline, and a sifting exercise has been undertaken using environmental and engineering criteria, including topography, ground conditions, buildability, ecology and land take to discount options which would have the greatest adverse environmental and engineering impacts.

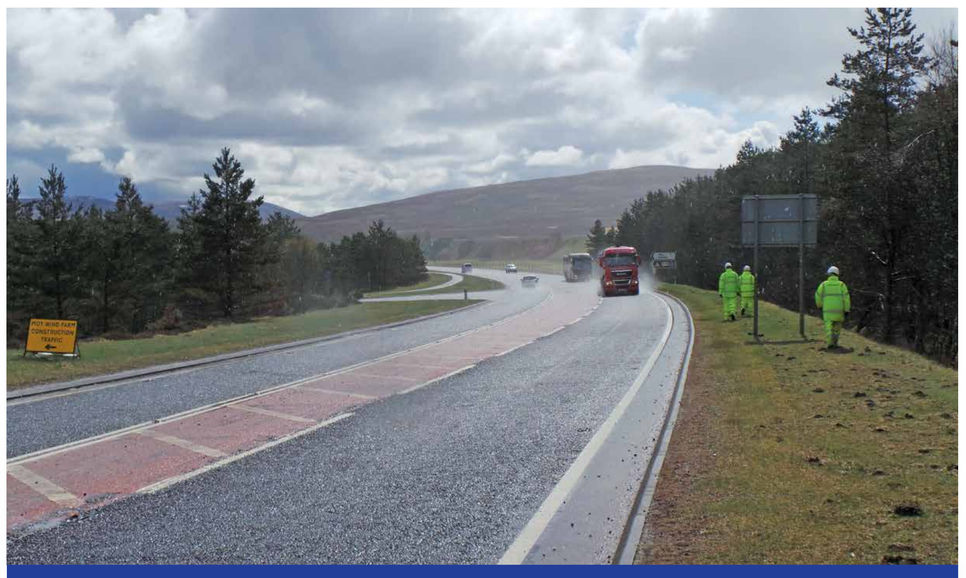
The route has been considered in sections and this work has concluded that from the south tie-in for approximately 4.5km the route will predominantly involve widening to the northbound side. From this point northwards there is no clear preference at this time for either northbound or southbound widening, as there are no significant impacts identified, so options involving widening to either side of the carriageway are being considered.

Therefore there are two different mainline options which we have recommended be taken forward to full DMRB Stage 2 Assessment.

- **Mainline Option 1 predominantly widens on the northbound side of the existing carriageway**
- **Mainline Option 2 predominantly widens on the northbound side of the existing carriageway for the first 4.5km and then on the southbound side.**

Plans of these options are available to view at this exhibition.

View of existing A9 looking north towards Lynebeg access.



View of existing A9 looking south towards the B9154 junction at Moy.

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Mainline and Junction Options (ii)

Proposed New Junction Locations

Potential junction locations have been considered at Tomatin North, Moy South and Moy North as shown on the plan below. The junction strategy for the project has been developed considering environmental, engineering and economic criteria. Options have involved assessing potential combinations of these junctions.

The Moy South junction location was discounted at this stage for several reasons including poor ground conditions, proximity to the railway, low traffic flows and cost.

This sifting process concluded that two options should be taken forward to the full DMRB Stage 2 Assessment, with grade separated junctions proposed at :-

Option 1: One grade separated junction located at Tomatin North

Option 2: Two grade separated junctions; one located at Tomatin North and one located at Moy North.

Access to Lynebeg

Consideration has also been given to the access arrangements for properties to the west of the existing A9 at Lynebeg.

- **Under Option 1, access is proposed to be provided to the B9154 at Moy via a local underpass. Consideration may be given to whether direct access as a left-in, left-out junction on the northbound A9 is required**
- **Under Option 2 – access is proposed to be provided via the Moy North Grade Separated junction.**

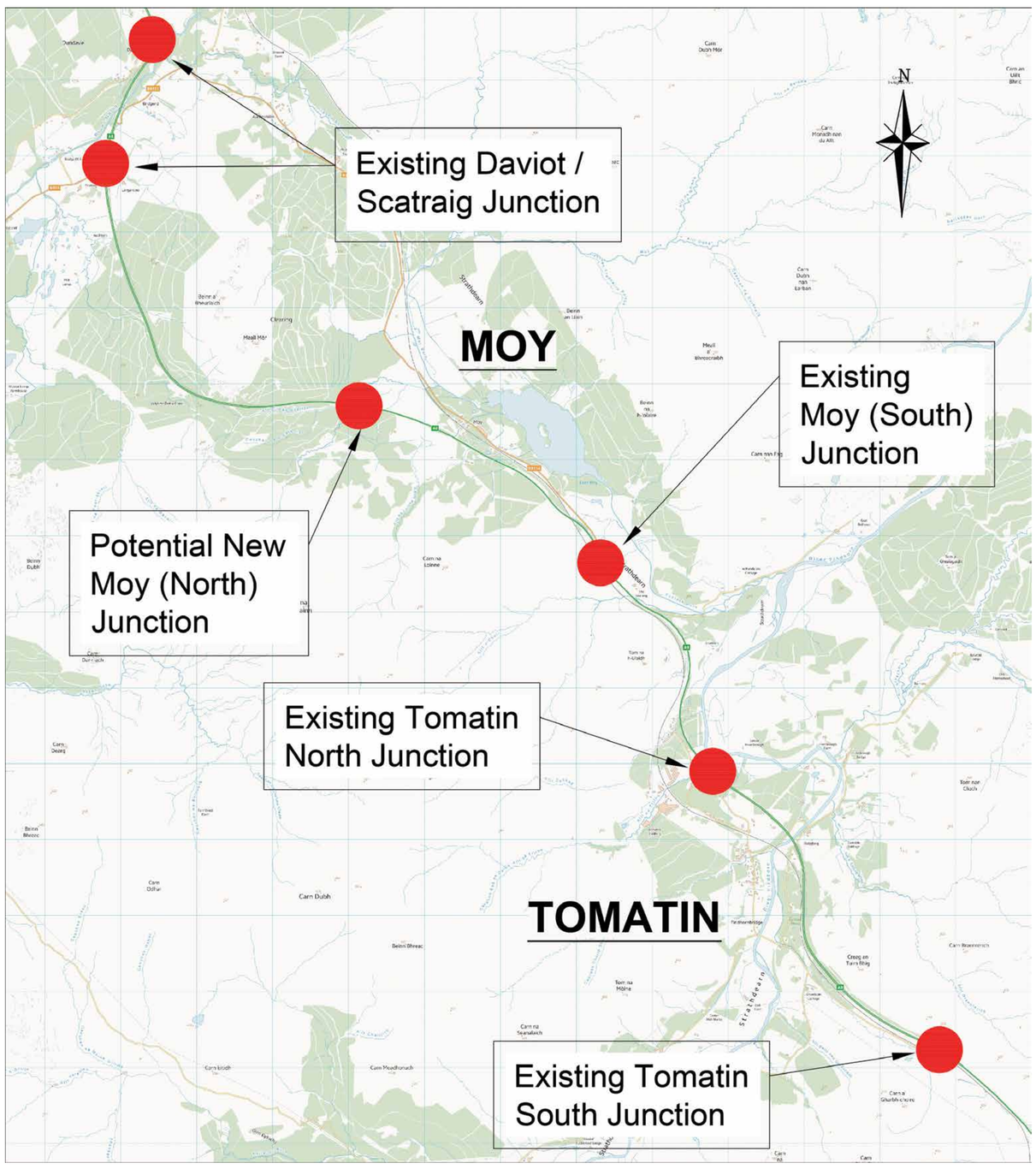
Plans showing the junction options are available to view at this exhibition and a selection are shown on 3D visualisations. Plans of the options which have been discounted at this stage are also available to view.

Adjacent A9 Junctions

As part of the upgrading of the A9 to a full Category 7A All Purpose Dual Carriageway, all junctions should be grade separated with no central reservation gaps. Previous work has identified a broad strategy for the treatment of existing junctions.

Under this strategy the existing Tomatin South is a Tier 2 junction, and is therefore being considered for closure.

The existing junctions at Scatraig and Daviot are considered as Tier 1 junctions and will be considered for upgrade to a grade separated junction at a future date.



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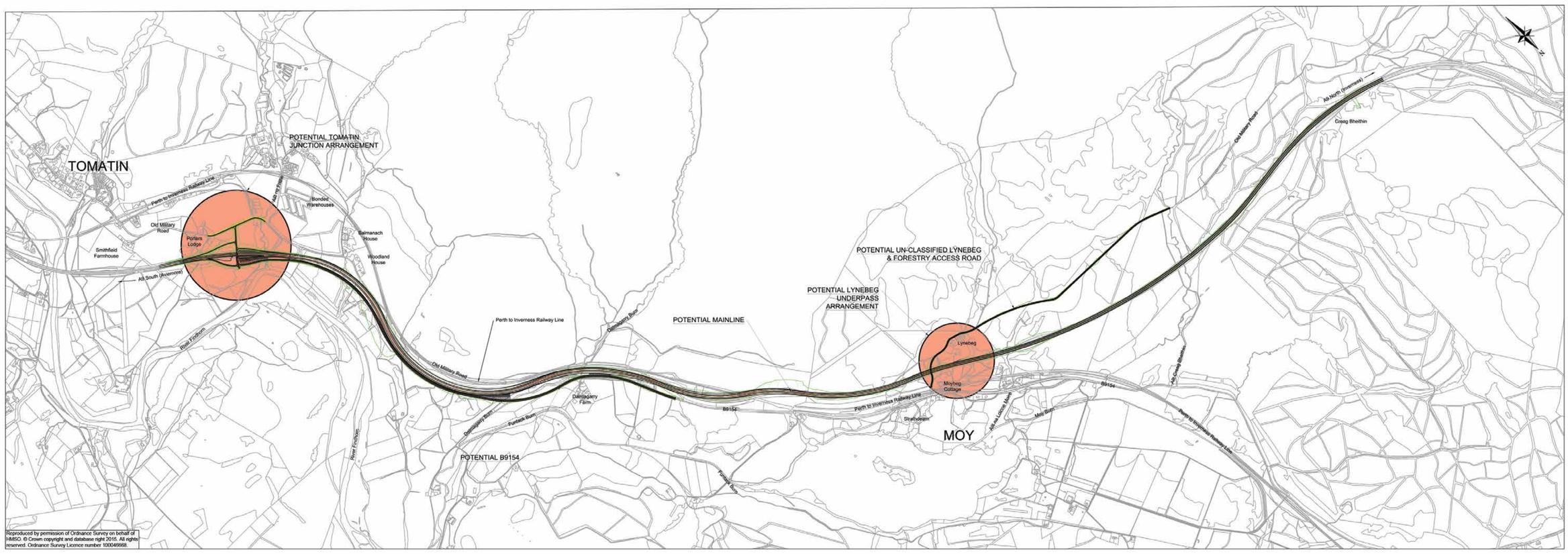
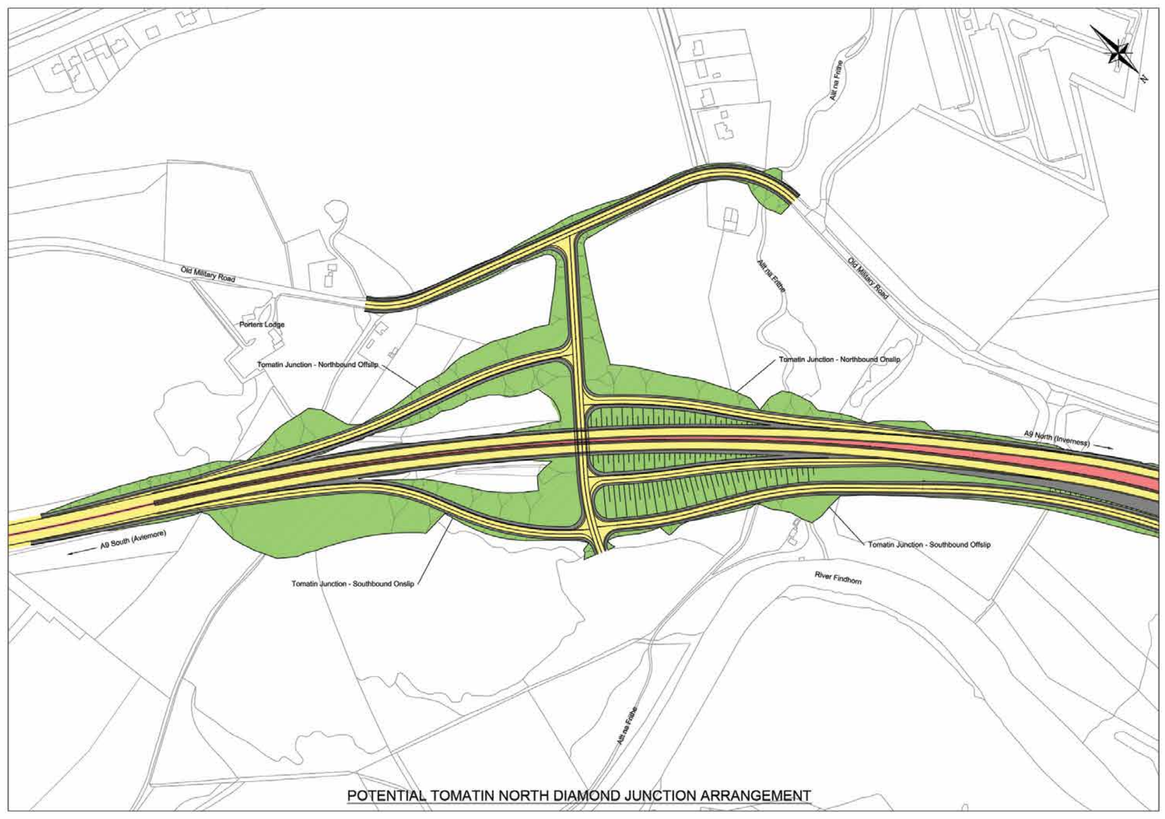
Mainline and Junction Options (iii)

Mainline Option 1 incorporating a grade separated junction at Tomatin North only.

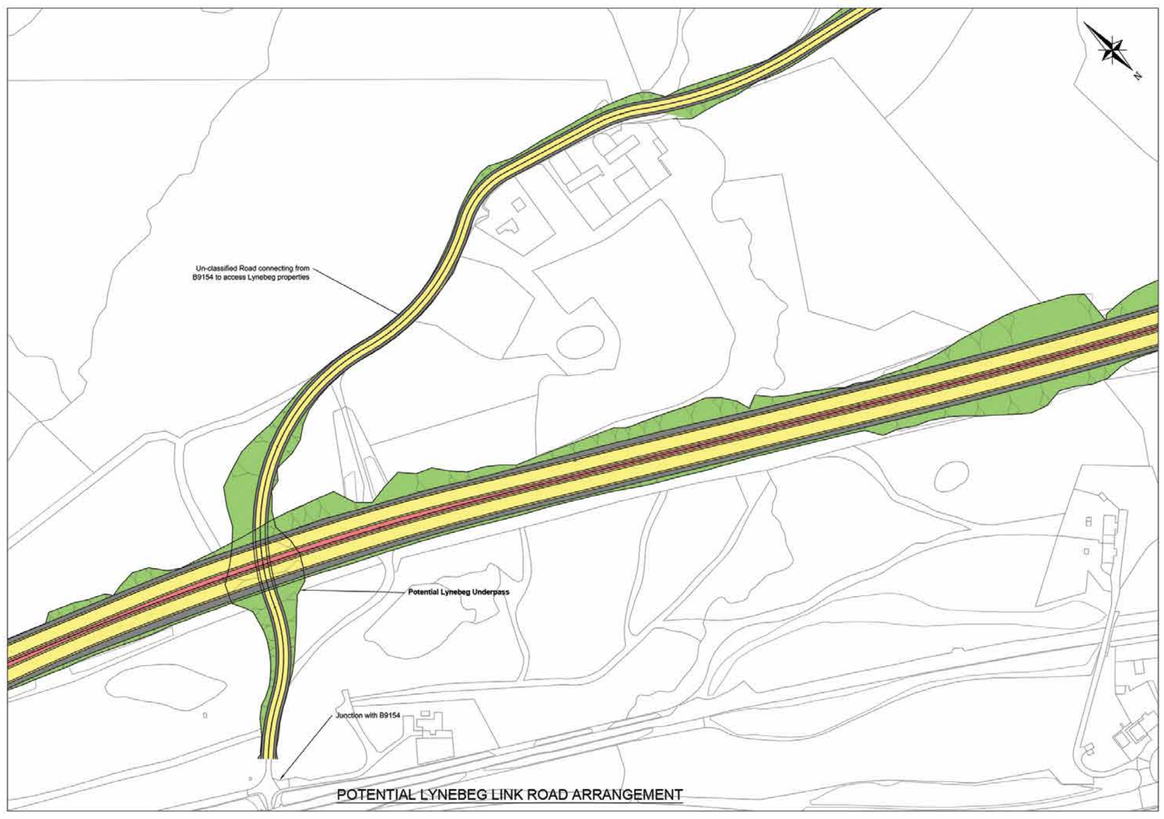
Details of potential Tomatin North junction arrangement and access arrangements at Lynebeg.

Detailed plans of these proposals are available to view at this exhibition.





POTENTIAL TOMATIN NORTH DIAMOND JUNCTION ARRANGEMENT



POTENTIAL LYNEBEG LINK ROAD ARRANGEMENT

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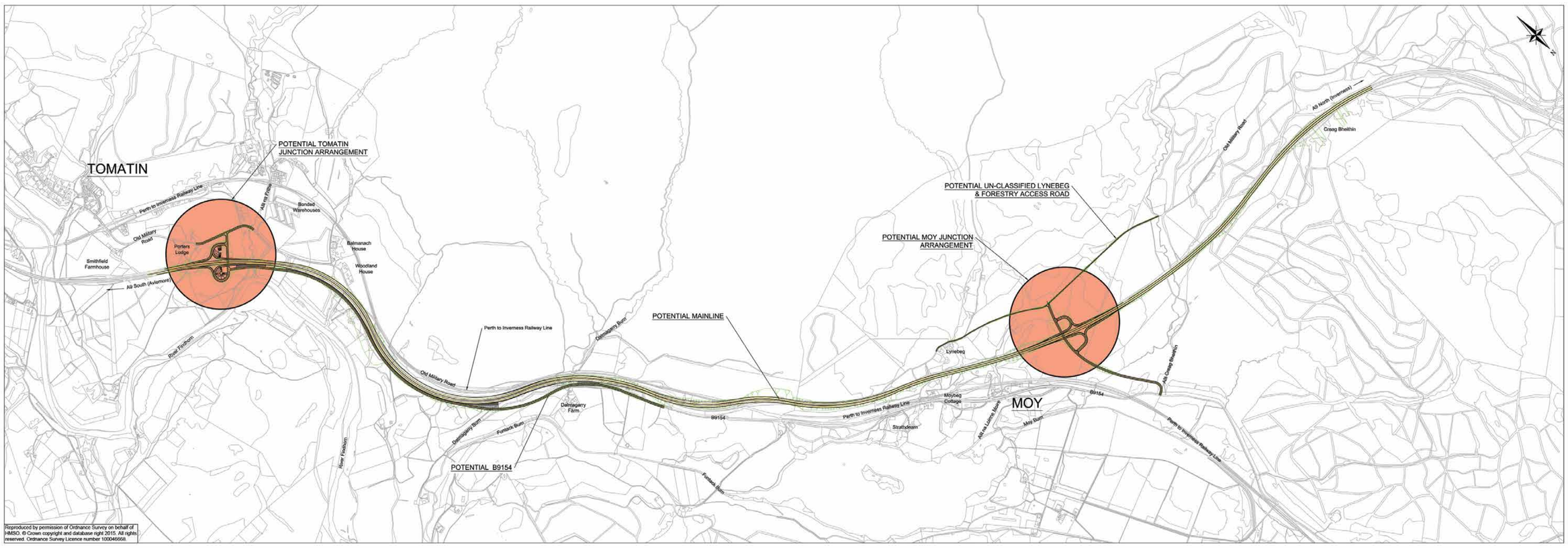
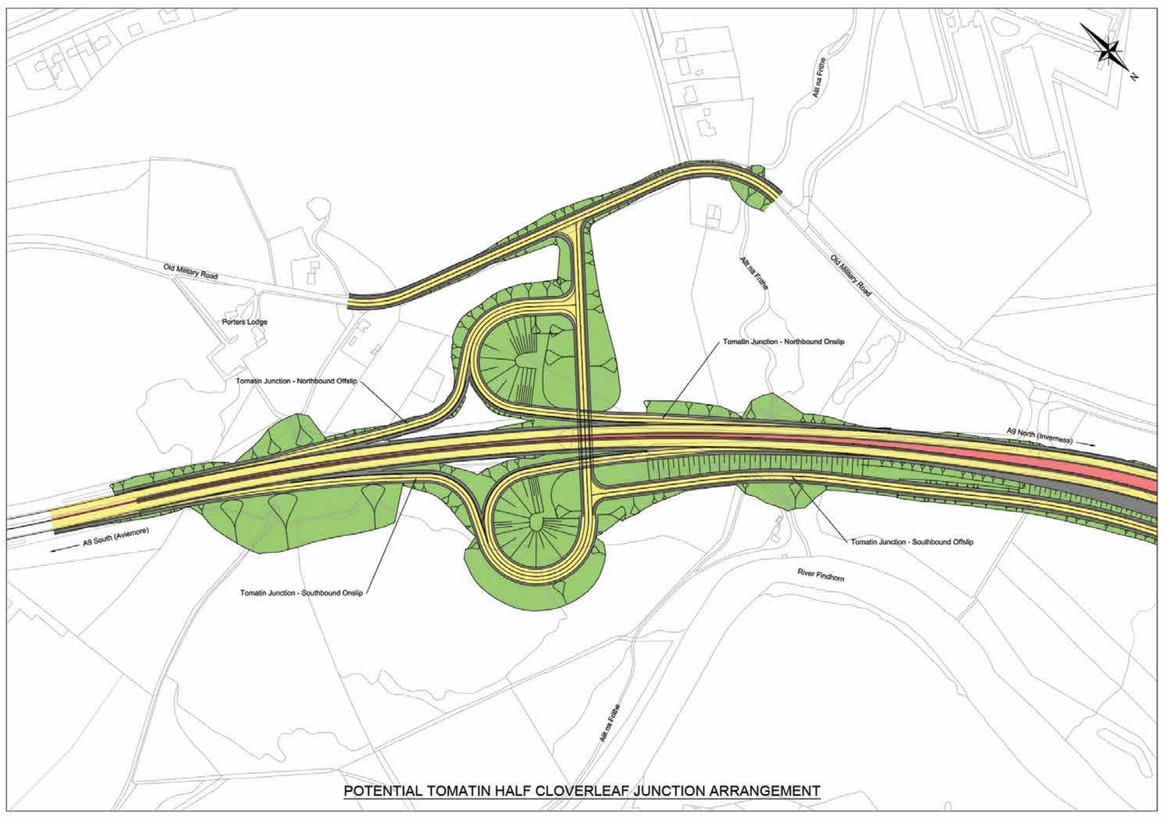
Mainline and Junction Options (iv)

Mainline Option 2 incorporating a grade separated junction at Tomatin North and grade separated junction at Moy North.

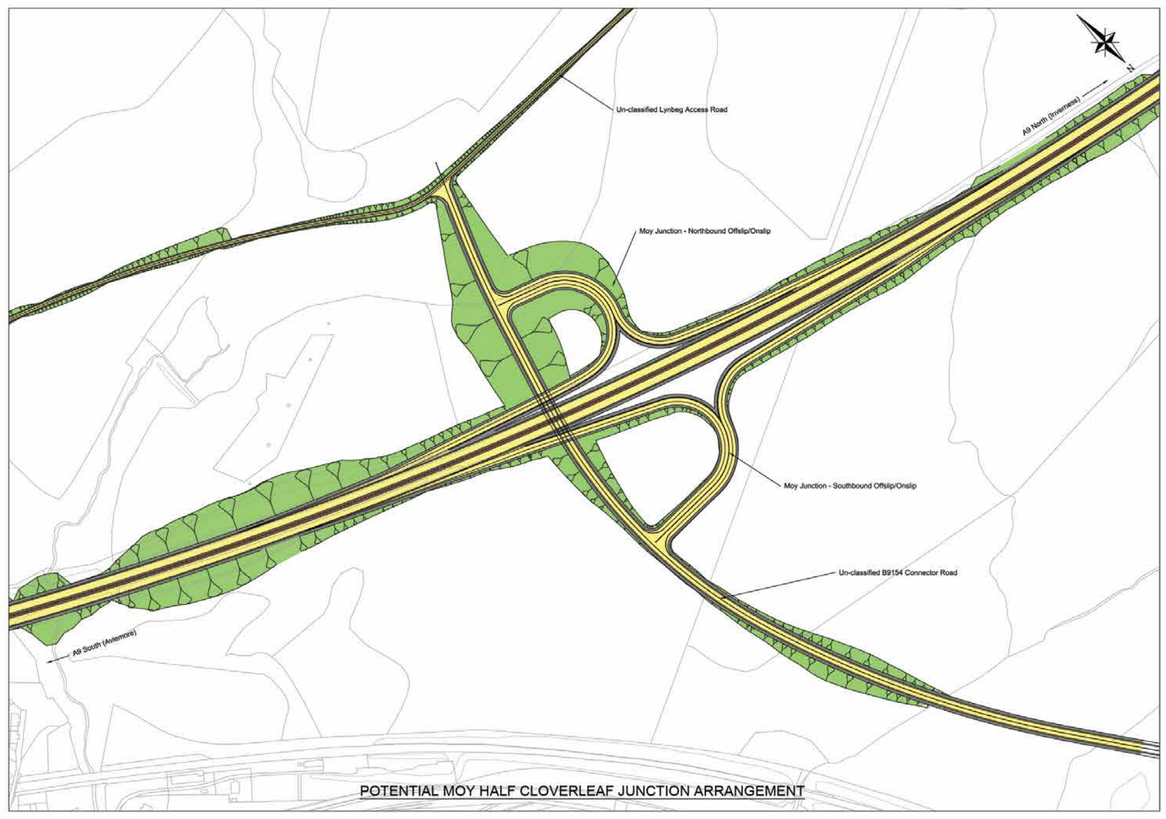
Details of potential Tomatin North and Moy North junction arrangements including access arrangements at Lynebeg.

Detailed plans of these proposals are available to view at this exhibition.





POTENTIAL TOMATIN HALF CLOVERLEAF JUNCTION ARRANGEMENT



POTENTIAL MOY HALF CLOVERLEAF JUNCTION ARRANGEMENT

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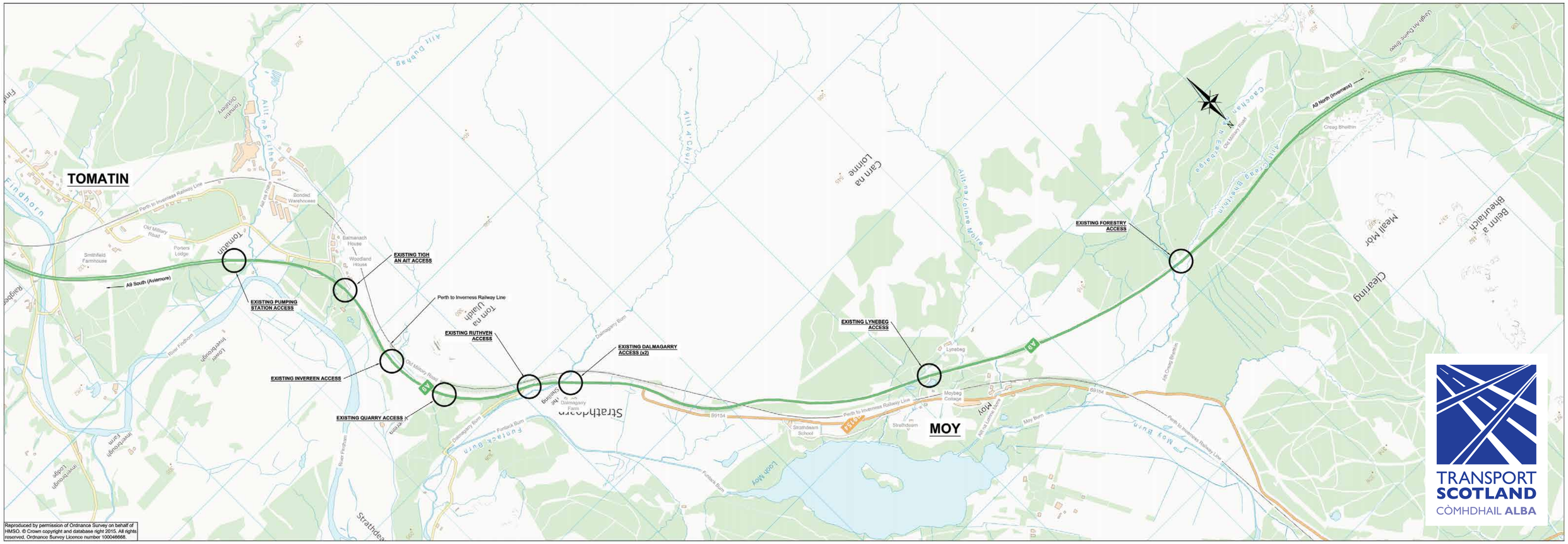
Accesses

In conjunction with the route options, we are also developing the strategy to cater for access to communities, properties and land adjacent to the A9. As was shown at the exhibitions in 2014, the A9 will be upgraded to a high standard dual carriageway and direct access to the A9 will generally only be available at grade separated junctions. Some left-in/left-out accesses may be provided, but only in exceptional circumstances.

If you will be affected by the potential closure of any of the accesses shown on the plan below, please approach a member of our team today who will arrange a one-to-one discussion with you.



A9 Dualling
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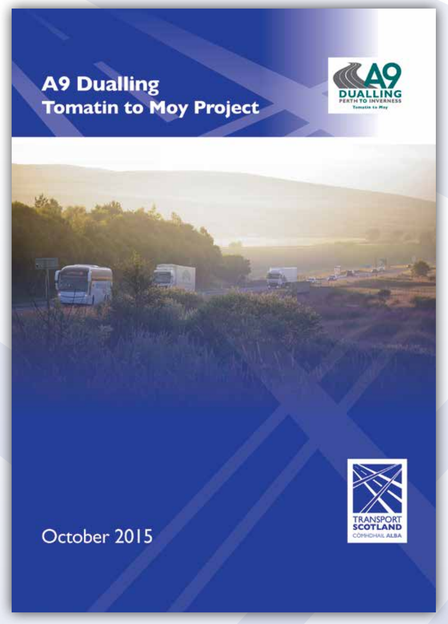
What Happens Next?

Your comments on the route options and junction layouts presented here today will help inform the ongoing project development. Your feedback will be considered. We invite you to provide written feedback by:

Email to: **robin.smith@mouchel.com**

Post to: **Robin Smith**
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
Uddingston
Glasgow, G71 5PW

Please provide feedback as soon as possible and before Tuesday **8 December 2015.**



The options presented today, together with any other options you identify during these exhibitions, may be subject to further development. Further consultation through local drop-in sessions and one-to-one engagement is also planned.

The Design Manual for Road and Bridges (DMRB) Stage 2 Assessment will consider advantages, disadvantages and constraints associated with the design options, in relation to environmental, engineering, economic and traffic issues.

A preferred option for the Tomatin to Moy project is expected to be selected in early 2016. We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions.

You can contact AMJV Stakeholder Manager Robin Smith, at any time:

Telephone: **07557 172 747**
Email: **robin.smith@mouchel.com**

Further general information on the A9 Dualling Programme can be found on Transport Scotland Dualling website at:
www.transportscotland.gov.uk/project/a9-dualling-perth-inverness

Contact details for Transport Scotland's A9 Dualling team:

Telephone: **0141 272 7100**
Email: **a9dualling@transportscotland.gsi.gov.uk**